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Lehrbuch der Meteorologie. Von Dr. Julius Hann, Professor an der Universität in Wien. Zweite, neubearbeitete Auflage. 8vo. Leipzig, 1905. Pp. xi + 642.

The first edition of Hann's master-work on meteorology appeared in 1901. In four years, so rapid has been the advance along many lines, that to the second edition just published many additions have been made, chiefly as regards the results obtained by means of kites and balloons, and during the International Cloud Year. What Hann's *Handbuch der Klimatologie* is to climatology, his *Lehrbuch der Meteorologie* is to meteorology; authoritative; indispensable; the standard book on the subject. More need not be said. Teachers and students of climatology will find much in the *Lehrbuch* which can be used to supplement the data and the discussions in the *Klimatologie*. With these two books—fitting companion-volumes by the acknowledged master of the science of meteorology in all its bearings—any teacher is admirably equipped for giving instruction in meteorology or climatology. As a bibliography alone, either volume is worth more than it costs.

R. DEC. W.

Le Sahara, le Soudan, et les Chemins de Fer Transsahariens. Par Paul Leroy-Beaulieu, Membre de l'Institut, Professeur au Collège de France, Directeur de l'Économiste Français. Paris, Guillaumin et Cie., 1904. (Pr., 8 fr.)

In the first place, this book is a plea for the construction of a railroad, or railroads, across the Sahara, a great trunk line, from Algiers to Lake Chad, and a western line connecting Algiers with Senegambia. The discussion of this project naturally includes much that is only of a technical or national interest; but these problems are illustrated everywhere by the description of geographic conditions selected from the writings of the great authors on Africa, from Barth to the present, so that the reader incidentally gains quite a considerable amount of actual geographic information about the country. While not claiming to be more than a compilation in this respect, the book has the decided merit of being one of the best works of this kind, by bringing before a wider public, in a systematic, well-rounded, scholarly arrangement, selections from the best literature on the subject which it would be difficult for the average reader to procure in its original form.

From the reports of the explorers, from Governmental documents, and from his own observations in connection with colonial work in French Africa, the author has gained the conviction that "the pretended absolute unproductiveness of the Sahara is a legend which it is easy and necessary to destroy," and he claims, not without reason, that his book is likely to give a "complete rehabilitation of the Sahara," whose "enormous possibilities" promise abundant returns of the capital and energy spent on it.

Only one-tenth of its area is actually the desert of moving sands which it is generally believed to be, and the causes of its desolation are, not its barrenness, but the lack of irrigation and of safety.

The climate is healthy and stimulating. The available water, if properly taken care of, would be sufficient to supply engine tanks and the needs of railroad officials all along the proposed line, and traces of permanent settlements are found everywhere: abandoned, not for lack of water, but in consequence of the devastations of the marauding desert tribes. With a proper care of the water supply, by irrigation plants, boring of artesian wells, and sanitation of